

CITY COUNCIL

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October 12, 2017

TO: Council Chair Ron Menor

FROM: Council Vice Chair Ikaika Anderson 

SUBJECT: 2017 Rail-Volution Conference
Travel Report
Sheraton Denver Downtown
Denver, Colorado
September 14-23, 2017

2017 Rail~Volution Conference
Denver, Colorado
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In 1989, Rail~Volution began as a series of outreach and advocacy events geared towards developing real advocates for the Portland metropolitan region's MAX Light Rail System. At the conference in 1994, Congressman Earl Blumenauer (District 3, Oregon) announced that in 1995, Rail~Volution would become a national transport conference. From this point, Rail~Volution acted as a loose federation of sponsoring Partners, united by common interests and dedication. In 2000, the National Steering Committee realized the need for a more formal organization and developed it into a 501(c)(3) non-profit charitable organization. Rail~Volution has hosted more than 20 transportation conferences all over the United States. From Seattle to Miami, Rail~Volution has showcased the innovations and transportation projects that are proving that investing in transit systems creates jobs, increases health, and creates vibrant livable cities.

For over 20 years, Rail~Volution has been the place to engage in thoughtful discussions with change makers and influencers, the place to share ideas and breakthroughs, frustrations and inspiration, about building livable communities with transit. Rail~Volution conferences provide unparalleled learning and networking opportunities with leaders in the public transportation, transit-oriented development, place-making and community development fields.

Rail~Volution is a national movement and nonprofit organization dedicated to building more livable communities with transit. Each year, at the Rail~Volution conference more than 1300 people from 36 States, 250 US cities and 300 communities come together to share experience. From emerging transportation options to changes in funding tools there is no better place to learn what's happening at the intersection of transit, housing and community.

This year's 2017 Rail Volution Conference was held in Denver, Colorado. The city of Denver has experienced tremendous population growth over the years and relies heavily on its mass transit system to accommodate the city's growing transportation and housing needs. The focus of this year's Rail~Volution Conference was on Transit Oriented Development and its impacts on communities located within the Regional Transportation District, a 2400 square mile area that Denver's multi-modal mass transportation system serves. Emphasis was placed on striking a balance between gentrification of neighborhoods and preserving local culture while creating new development opportunities for local residents.

September 16, 2016

-VelociRFTA: Rural BRT and Managing Transportation:

Tour of VelociRFTA, one of the nation's first rural Bus Rapid Transit (BRT) projects. VelociRFTA connects the mountain resort communities of Glenwood Springs and Aspen in the heavily traveled Roaring Fork Valley. Inspected the BRT system and related TOD stations. Opportunity to take a first-hand look at the innovative transportation demand management tools the city of Aspen has utilized to hold traffic levels constant for two decades. 5 Million in annual ridership of BRT system on a \$30 million annual budget.

September 17, 2017

-Welcome Reception:

Arrival at Rail~Volution conference. Event showcased what Denver has accomplished with its transit systems over the years. In its prime, Union Station was the gateway to the Colorado Rockies. It now serves as a modern, multimodal hub for the entire region, linking the city to Denver International Airport and the world.

September 18, 2017

-Plenary Session:

The Denver region has changed dramatically over the last decade. It's turned into a magnet for millennials, spurring some of the fastest growth in the nation. Denver's transit network has developed into one of the largest in the country and continues to evolve as the Regional Transportation District (RTD) builds out the remainder of the FasTracks network. Innovations in affordable housing have created major sources of new funding. But even with these successes, the Denver region continues to evolve. Some of the many questions Denver's leaders faced were: What are the lessons of this dramatic regional change? What was required for success? What kinds of leadership, collaborations and partnerships emerged amidst the challenges? How can the Denver region remain a desirable, affordable and mobile place to live, work and play? Comprehension of these concepts can be applied at home in Honolulu as we seek to emulate their successes.

-Displacement, Gentrification and TOD:

Are transit infrastructure investments a one-way ticket to gentrification and displacement? Decades ago, urban centers needed transit investments to attract residents, businesses and visitors. With today's record-breaking urban land prices, does investment affect adjacent neighborhoods? How do we help long-time residents and businesses benefit from transit investments – small business façade grants, community land trusts? Cities like Portland have invested in improvements to its bikeways system and is experiencing a mixed-use TOD construction boom with 15,000 new dwellings in inner neighborhoods over the past 5

years. Portland's Policy Response has included renter's protection and additional regulations for affordable housing around a large area within close proximity of transit stations

-Federal, State and Local Partnerships: Fast Growth and Change:

Opportunity to hear from various fast-growing regions about the changing financial landscape in building TOD projects. Explored alternative funding options that exist outside of declining federal investment. The pros and cons of different financing projects and approaches on building public support to increase state and local funding. Examples on how different regions secured support at the ballot box to either aggressively expand transit or reinvest in their existing transit system.

-Air Rights, Overbuild and Transportation Assets:

Railyards, stations, lines and highways positioned at the heart of our communities create sizable holes in the urban fabric. Focused on recent propositions at Hudson Yards and Sunnyside Yards in New York City, where public owners partnered with private developers. Explored transportation operations, design criteria, policy, guidelines, maintenance roles of operations, the use of air rights and the overbuild design in negotiations and planning. Boston, San Francisco and Philadelphia have all initiated programs to overbuild and revision assets, converting space into productive, vibrant and profitable multi-use districts and facilities.

September 19, 2017

-Plenary Session:

Regions around the world compete for talent and industry to foster economic vitality for current and future residents. Change is rapid. Shifts in demographics and the values they represent have an enormous impact on markets, preferences and the choices people have about where to live. Identification of the major headwinds and positive tailwinds shaping the future of TOD and equitable-living communities.

-More than Fare: Not so Hidden Revenue Streams for Transit Agencies:

Often neglected and outside the primary mission of transit agencies, the agency real estate department can be a significant source of non-fare revenue. As subsidies decrease, diverse holdings such as parking lots, operation centers and long, continuous rights of way can turn to revenue opportunities. Almost every day some entity – utilities, municipalities, advertisers, adjacent property owners — seeks to get on, over or under transit property. Examined innovative strategies for maximizing revenue through concession spaces, parking asset monetization, advertising and right-of-way utility leasing.

-Passport to Innovation: International Case Studies in TOD:

A comprehensive look at best practices from the US and international examples:

- France; TOD and place-making, project evaluation and impact assessments, governance structures, project delivery teams and stations as node and place.
- P3 practices in London, Ireland and Canada via models, components, infrastructure funding, mature P3 market examples, stakeholder roles and program and delivery timeframes.
- Canada; highest-per-capita transit ridership, urban transformation and network expansion, linking it all to land use and urban form in Calgary.
- Singapore; green infrastructure, the Skyrise Greenery Program, park and open space connectors, ABC Waters program.
- Denver entered into 5 FFGAs w/ the federal government and like Honolulu, Denver has submitted cost recovery plans to FTA re their FFGAs. Denver's free mall route is the most utilized bus route serving 50K riders daily.
- Seattle transit authority should've bought more property rather than leasing it, TOD was an afterthought when started. 2010 is when conversation of "equity in TOD" started; TOD policy updated in 2012.
- Washington in 2010 passed the 80-80-80 requirement; any property available for housing must be offered to housing agency or affordable housing developer. 80% of the units must be made available to those earning 80% or below AMI. ST3 is \$54B package of investments passed by the Washington State electorate in 2016; ST3 implements an equitable affordable housing strategy, amongst mandating other requirements.
- California Bay Area BART just celebrated 40 years of service and in 2016 BART updated its TOD policy & station access policy to address affordable housing crisis. BART has a goal to deliver 20K housing units by 2040. Allows an average of .379 to .9 parking spaces per housing unit in TOD areas. BART goal is to provide 75 dwelling units per acre and BART will only develop in those areas where that goal can be met; 2 RFPs/RFQs for TOD will go out in 2017.
- Los Angeles Metro; 12 of 13 Board of Directors members are elected officials. Proposition R passed electorate last year with revamped community engagement process. In 2016 Measure M, a \$120B tax increase for transit, passed electorate that has a focus on the first & last mile of transit system implementation. Parking Demand Management is a crucial component of TOD; need to provide sufficient parking and manage the facilities efficiently.
- Portland Metro Program is funded via regional flexible funds, now ~\$3B annually with 15 projects in pipeline now. In 2011 first strategic plan for the region started, & development of TOD score vs. Market score compared; transit trips drives Portland Metro policy. Bus system carries more riders than light rail system.
- Atlanta MARTA train system established in 1979 w/out TOD in mind. Adopted TOD guidelines in 2010 that IDs types of desired development at transit stations. 20% of housing projects on MARTA property must be affordable housing. They are not considering rezoning MARTA properties prior to redevelopment.
- Minneapolis-St. Paul METRO provides ~84M transit rides annually. All major stadiums are on the transit line.

September 20, 2017

-The Legacy (and Future) of BRT and TOD:

Explored legacy bus rapid transit (BRT) systems and their current efforts to evolve. Looked at legacy BRT in Pittsburgh and the new Colfax corridor in Denver, including the specifics of station TOD, private development strategies and perceptions of permanence by investors. How much federal and local involvement are needed to deliver BRT and TOD? Also learned about different areas of BRT; operations, physical infrastructure and headways as well as market and community perceptions of each.

-Closing Plenary:

Governments around the world struggle to deal with globalization and shifting social politics, cities have become the problem solvers of the future. Cities are capturing the imagination of entrepreneurs, planners, and technology and creative industries. "Smart" hubs, punctuated by driverless vehicles and transit, instant connectivity and network efficiency are driving innovation at the local level. Yet problems persist. For example, threats to health and security from climate change hurt some people more than others due to systemic structures in local planning and land use. Visionary leadership is critical to these investments.

City Council
City and County of Honolulu

CLAIM FOR TRAVEL REIMBURSEMENT

Date: October 9, 2017

Traveler: Councilmember Ikaika Anderson

Event: 2017 Rail-Volution Conference


Location: Denver, Colorado

Dates: From September 14, 2017

To September 26, 2017

Description	Amount	Notes:
1. Registration Fee	795.00	ACA Completed
2. Airfare	713.80	ACA Completed
3. Hotel	1482.48 1446.12 ✓	
4. Meals	81.95 81.84 ✓	
5. Ground Transportation	87.40 71.20 ✓	
6. Tips	38.00 ✓	\$8 meal tip + \$5 @ 6nights Courtesy Hotel cleaning tip
7. Other	21.00 ✓	Tour
Other	16.06 ✓	2 phone calls
Other		
8. Adjustment		
TOTAL REIMBURSEMENT	3178.77 1674.22 ✓	

This is to certify that the above data, based upon receipts submitted to Council Administrative Support Services via a CCLTRVL02 form, is accurate. Further, I am claiming reimbursement for expenses associated with a trip in which City business was conducted and personal funds were used to advance payment.


Signature of Traveler

October 9, 2017

Date